

A RESOLUTION BY

TRANSPORTATION COMMITTEE

02-*R*-1715

A RESOLUTION AUTHORIZING THE MAYOR TO EXECUTE CHANGE ORDER NO. 1 FOR FC-7241-00, 5th RUNWAY TRUNK DRAINAGE AND SEWERS WITH THALLE CONSTRUCTION/ARTIS GROUP, A JOINT VENTURE ON BEHALF OF THE DEPARTMENT OF AVIATION IN AN AMOUNT NOT TO EXCEED \$6,500,000.00. ALL CONTRACTED WORK SHALL BE CHARGED TO AND PAID FROM FUND, ACCOUNT AND CENTER NUMBER: 2H21 574001 R21E05069999.

WHEREAS, the City of Atlanta ("CITY") entered into a Contract ("Contract") No. FC-7241-00, 5th Runway Trunk Drainage and Sewers on behalf of the Department of Aviation at Hartsfield Atlanta International Airport, dated October 24, 2001; and

WHEREAS, Thalle Construction/Artis Group JV, has encountered site conditions that differ from those depicted in the Contract drawings and reports. The unforeseen subsurface geotechnical conditions, which could not have been predicted at the time the drawings and reports were prepared, include weathered and fissured rock, deeper bearing strata, and a lack of adequate load bearing rock to support the east end of the cast-in-place double box culvert have resulted in additional work requirements; and

WHEREAS, Thalle Construction/Artis Group JV, has been asked to accelerate production activity to minimize impacts to other contracts and to increase erosion protection to mitigate erosion and sedimentation impacts to Sullivan Creek based on updated environmental monitoring. To mitigate the differing site conditions and accelerate the production rate, the Contract has been required to use larger drilling equipment and work up to 24 hours per day. This has resulted in a ninety (90%) percent increase in man-hour requirements; and

WHEREAS, the differing site conditions have resulted in substantial increases to the depth of the borings through the weathered and fissured rock. All of the conditions mentioned contributed to the increase in the scope of work required of the Contractor, resulting in additional costs under the Contract; and

WHEREAS, it is desirable and in the best interest of CITY to issue a Change Order No. 2 to the Contract in the amount of \$6,500,000.00, and two hundred ten (210) day extension of the Contract to facilitate completion of the project; and

WHEREAS, the General Manager of the Department of Aviation and the Purchasing Agent of the Bureau of Purchasing and Real Estate have recommended that Change Order No. 2 for FC-7241-00 5th Runway Trunk Drainage and Sewers be executed.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE CITY OF ATLANTA, GEORGIA, that the Mayor be and is hereby authorized to enter Change Order No. 1 with Thalle Construction/Artis Group JV, a Joint Venture, on behalf of the Department of Aviation, for a total not to exceed amount of \$6,500,000.00.

BE IT FURTHER RESOLVED, that the Purchasing Agent of the Bureau of Purchasing and Real Estate be and is hereby directed to prepare Change Order No. 2 to the Contract for execution by the Mayor, to be approved by the City Attorney as to form.

BE IT FURTHER RESOLVED, that this agreement shall not become binding on the City and the City shall incur no liability upon same until Change Order No. 2 has been executed by the Mayor and delivered to the contracting party.

BE IT FINALLY RESOLVED, that all contracted work shall be charged to and paid from Fund Account and Center Number: 2H21 574001 R21E05069999.

**Hartsfield Atlanta
International Airport**



CITY OF ATLANTA
BUREAU OF PURCHASING

2002 SEP 20 AM 10:24

**Shirley Franklin
Mayor**

**Benjamin R. DeCosta
Aviation General Manager**

September 19, 2002

TO: Felicia Strong-Whitaker, Purchasing Agent
Bureau of Purchasing and Real Estate

FROM: Carole Dortch, Assistant General Manager
Department of Aviation

SUBJECT: FC-7241-00 – Trunk Drainage and Sewers – Change Order #2

DOA is requesting that BPRE process Change Order number 2 in the amount of \$6,500,000.00 for subject project.

The work that will be performed under this Change Order is the mitigation of varying site conditions, which will impact other related contracts. This will have to be performed in two (2) 12-hour shifts per day in lieu of a typical earth and /or rock auger operation during one 8-10 hour shift per day.

The account to be changed is **2H21-574001-R21E05069999**. A requisition will be forwarded to your office once committed by DOA Contract Services Division.

If additional information is required, please contact DOA Contract Services Division at 404-209-3170, ext. 131.

xc: M. Eady
A. Orr
File

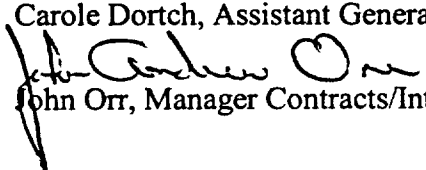




INTEROFFICE MEMORANDUM

DATE: August 27, 2002

TO: Carole Dortch, Assistant General Manager - Administration

FROM:  John Orr, Manager Contracts/Integration

SUBJECT: **HARTSFIELD DEVELOPMENT PROGRAM**
FC-7241-00 Trunk Drainage and Sewers, Change Order # 2

cc: John Cordner, Thomas Kerlin, John Heinecke

We recommend award of Change Order #2 for FC-7241-00 Trunk Drainage and Sewers to Thalle Construction/Artis Group JV in the amount of Six Million Five Hundred Thousand (\$6,500,000) Dollars.

Justification: The contract document drawings indicated that the Contractor would encounter subsurface rock suitable to support the double box culvert being constructed to enclose Sullivan Creek at a depth of approximately twenty-one feet. Initial geotechnical testing by the Contractor, indicated that the approximate actual depth could be as much as thirty five to forty-five feet in depth. Follow-up geotechnical testing has confirmed that subsurface rock suitable to support the double box culvert will not be reached until a maximum depth of eighty-two feet is reached. In addition, Thalle Construction/Artis Group JV has been asked to accelerate production of the double box culvert to minimize impacts to other construction Contracts active in the work area.

Scope: To mitigate the differing site conditions and accelerate the production rate, the Contractor has been required to use larger drilling equipment, additional support equipment, and work twenty-four hours per day. The additional depth has resulted in a ninety (90%) percent increase in man-hour requirements. In addition, the differing site conditions have resulted in substantial increases to the depth of the sixty-nine borings required to complete the double box culvert through weathered and fissured rock.

Cost Recovery: The cost for the Change Order is based upon new rates negotiated for depths and acceleration of work performance. All work shall be charged to and paid from fund, account and center number 2H21 574001 R21E05069999. Method of Cost Recovery - General Airport Revenue Bonds.

JAO/dcg

**CHANGE ORDER
TO
CONTRACT FC-7241-00**

TO: Thalle Construction/Artis Group JV

A. CONTRACT SCOPE OF WORK:

The contract documents require installation of 208 drilled piers (caissons), 4'-6" in diameter, supporting 1,092 linear feet of cast-in-place double box culvert. The Contract documents contemplate the installation of caissons through a soil overburden and weathered rock to a bearing stratum capable of supporting 250,000 pounds per square foot. The drawings show the anticipated average length of caisson. Caisson installation is specified in Section P-612, Drilled Piers. The Contract contains unit prices for Item P-612-1, Drilled Pier 4'-6" diameter, and Item P-612-2, Additional Depth Rock Coring for Drilled Piers.

B. DESCRIPTION OF CHANGES

Varying site conditions, different from those indicated in the subsurface data available prior to construction, have been encountered while installing caissons between approximately Station 70+30 and 73+60 at the east end of the site. The Contract documents indicate support of 330 linear feet of box culvert in this area on caissons averaging 21 feet in length to the bearing stratum. Based on additional borings and rock cores in this area, the soil overburden is approximately 25 feet to 40 feet thick to a layer of weathered rock that is approximately 15 feet to 40 feet thick. The caisson length to the bearing strata is estimated to range from approximately 40 feet to 82 feet. This additional depth requires larger equipment and more resources. To expeditiously complete the caissons, the bearing strata will be inspected and concrete placed in the shaft immediately upon achieving the specified bearing criteria.

C. WORK TO BE PERFORMED

To mitigate the varying site conditions, the Contractor is required to use larger, specialized equipment such as a 250 ton crane, drill string with 54" bit and air system, multiple 55" inside diameter drill casings with drive plates and cutting rings, oversized casings, concrete pump truck, and ancillary materials, labor and incidentals. To mitigate impacts to other related contracts, work will be performed in two 12-hour shifts per day in lieu of a typical earth and/or rock auger operation during one 8 - 10 hour shift per day.

Start-Up and Mobilization: Payment for material purchases, fabrication, mobilization and demobilization of the larger equipment shall be made at the mutually acceptable lump sum price of \$435,344.35, established in accordance

with Special Condition, SC-14 Pricing of Adjustments. Measurement for payment shall be based upon the delivery of fabricated materials and equipment and the start of caisson construction.

Total cost of these items of work (not-to-exceed) \$ 435,345

Caisson Installation: Payment for the deeper caissons using the larger and specialized equipment, additional labor on two 12-hour shifts, and incidentals shall be made at the mutually acceptable price of \$897.06 per vertical foot for drilled piers in Stage 4 East and \$2,563.02 per vertical foot of drilled pier below auger refusal in Stage 4 East, established in accordance with Special Condition, SC-14 Pricing of Adjustments. Payment of Stage 4 East caissons shall be made based on the measured quantity of actual vertical depth of caisson constructed and the actual vertical depth of caisson constructed beyond the auger refusal stratum.

Total cost of these items of work (not-to-exceed) \$5,634,355

Caisson Support: Payment for caisson support shall be made at the mutually acceptable price of \$9,204.23 per week based on unit rates for 24-hour quality control inspection and testing of the caisson construction by the Contractor and the mutually acceptable price of \$16,159.42 per week for removing spoils, maintaining access, dewatering, and staffing a night shift, established in accordance with Special Condition, SC-14 Pricing of Adjustments. Measurement and payment shall be based on the actual support provided and weeks or portions thereof that caisson support is required.

Total cost of these items of work (not-to-exceed) \$ 431,182

The miscellaneous modification allowance specified in the Contract was revised by Change Order No.1 to the amount of \$4,450,000.00. This change order increases the allowance amount by \$6,500,000.00 to a revised allowance amount of \$10,950,000.00.

Additionally, based on the fact that the actual quantities to be installed are not known at this time, requests for any related impact costs shall not be considered until such time that the additional quantity is known and an evaluation of schedule and costs, if any, can be made.

The total amount of the Contract Change Order No. 2 shall be \$6,500,000.00.

TRANSMITTAL FORM FOR LEGISLATION

TO: MAYOR'S OFFICE

ATTN: GREGORY PRIDGEON


Commissioner's Signature


Director's Signature

Originating Department: Department of Aviation

Contact Person: Felicia Strong-Whitaker,

Committee(s) of Purview : Transportation

Council Deadline: September 20, 2002

Committee Meeting Dates(s): October 2, 2002

Full Council Date: October 7, 2002

CAPTION

A RESOLUTION AUTHORIZING THE MAYOR OR HER DESIGNEE TO EXECUTE CHANGER NO. 2 FOR FC-7241-00, 5TH RUNWAY TRUCK DRAINAGE AND SEWERS WITH THALLE CONSTRUCTION/ARTIS GROUP, A JOINT VENTURE, ON BEHALF OF THE DEPARTMENT OF AVIATION IN AN AMOUNT NOT TO EXCEED \$6,500,000.00. ALL CONTRACTED WORK SHALL BE CHARGED TO AND PAID FROM FUND, ACCUONT AND CENTER NUMBER: 2H21 574001 R21E05069999.

BACKGROUND

This change order is necessary due to site conditions that differ from those depicted in the Contract drawings and reports. Unforseen subsurface geotechnical conditions, which could not have been predicted at the time the drawings and reports were prepared, include weathered and fissured rock, deeper bearing strata, and a lack of adequate load bearing rock to support the east ent of the cast-in-place double box culvert have resulted in additional work requirements.

FINANCIAL IMPACT (if any)

Mayor's Staff Only

Received by Mayor's Office: 9/19/02 (date) Reviewed by: JS (initials) (date)

Submitted to Council: _____ (date)

Action by Committee: ☐ Approved ☐ Advertised ☐ Held ☐ Amended
☐ Substitute ☐ Referred ☐ Other